Public-Private Partnerships in Washington

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P3 Workshop for Planners

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Washington State Department of Transportation

Overview

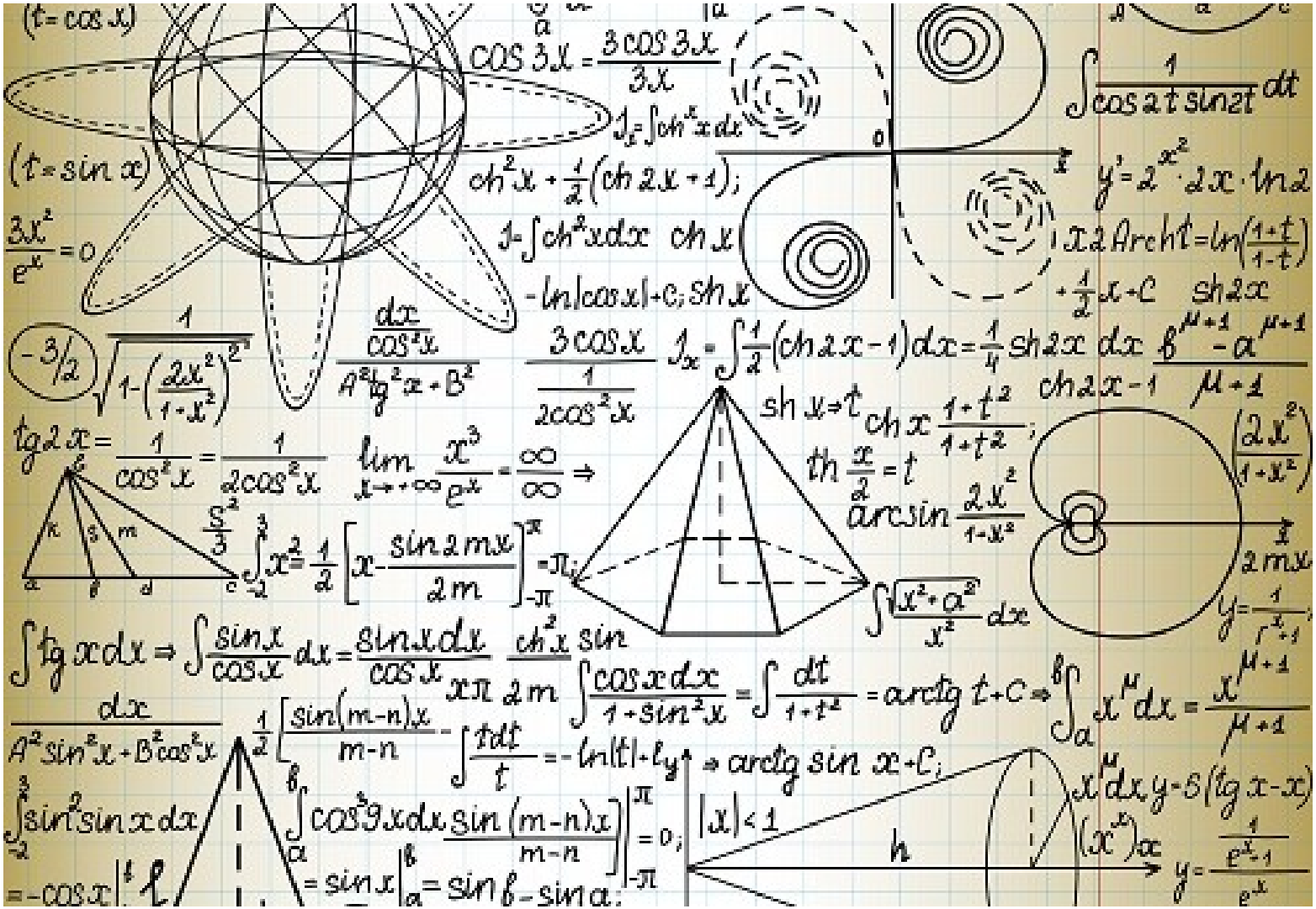
- Washington State's Approach to PPP's
- Unique Challenges
- Current Opportunities in the Pacific Northwest Region

Washington's *PPP Act: Transportation Innovative Partnerships*

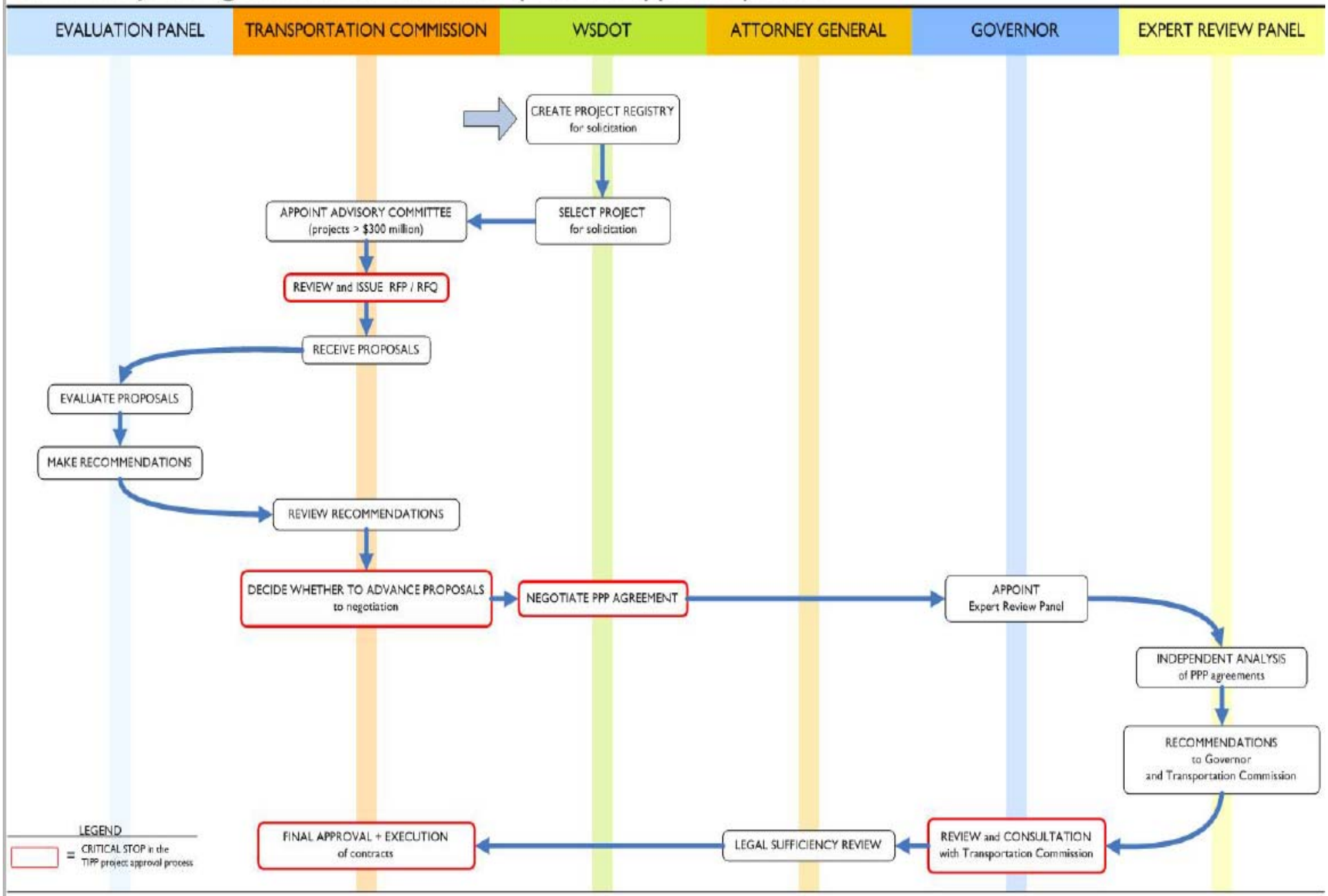
Key Elements:

- Public sector owner will decide highest-priority projects for PPP development (project registry)
- State highway toll projects must be financed with state bonds
- Legislative approval is (effectively) required for toll projects

WSDOT P3 Process Map



TIPP Project Agreements: Critical stops in the approval process



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Current Body of Work

- Colman Dock (Seattle) Ferry Terminal
- Anacortes Ferry Terminal
- Kingsgate Park and Ride (Kirkland, WA)
- US Trestle

2 - Key Takeaways

- P3s financed by the private sector allow the spreading of the project cost for the public over a longer period of time.
- Optimizing lifecycle costs, in a well-designed P3 contract, both construction and rehabilitation-maintenance tasks are taken into account over a long period. The contractor is thus able to balance expenditure over the project life and make effective trade-offs between investment, maintenance and operation costs.

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